WHAT IS CLAIMED IS:

1. A watercraft comprising a propulsion device, an internal combustion engine powering the propulsion device, a control device configured to control a magnitude of engine power produced by the engine, a steering mechanism arranged to steer a thrust direction of the propulsion device, first sensing means for sensing the magnitude of engine power or a magnitude of engine load, and second sensing means for sensing an angular position of the steering mechanism, the control device decreasing the magnitude of engine power when the control device determines that the magnitude of engine power is greater than a preset magnitude of engine power or the magnitude of engine load is greater than a preset magnitude of engine load based upon an output from the first sensing means and that the angular position of the steering mechanism is greater than a preset angular position based upon an output from the second sensing means.

2. The watercraft as set forth in Claim 1, wherein the control device decreases the magnitude of engine power for a preset period of time.

3. The watercraft as set forth in Claim 2, wherein the preset period of time starts after the control device determines that the angular position of the steering mechanism is greater than the preset angular position.

4. The watercraft as set forth in Claim 1, wherein the first sensing means is an engine load sensing device.

5. The watercraft as set forth in Claim 4 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, the air intake system including a throttle valve that regulates an amount of the air, the engine load sensing device being a throttle valve opening degree sensor that senses an opening degree of the throttle valve.

6. The watercraft as set forth in Claim 5, wherein the control device determines that the magnitude of engine load is greater than the preset magnitude of engine load when the throttle valve opening degree sensor senses that the throttle valve opens more than a preset opening degree.

7. The watercraft as set forth in Claim 5, wherein the control device determines that the magnitude of engine load is greater than the preset magnitude of engine load when the throttle valve opening degree sensor senses that the throttle valve is at least about fully opened.

8. The watercraft as set forth in Claim 4 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, the air

intake system including a throttle valve that regulate an amount of the air, and a throttle valve operating device remotely disposed relative to the throttle valve, a position of the throttle valve operating device varying between a lower position and a higher position, an opening degree of the throttle valve varying in accordance with the position of the throttle valve operating device, and the engine load sensing device being a throttle valve operating device position sensor that senses the position of the throttle valve operating device.

9. The watercraft as set forth in Claim 8, wherein the control device determines that the magnitude of engine load is greater than the preset magnitude of engine load when the throttle valve operating device position sensor senses that the throttle valve operating device is placed at a position higher than a preset position.

10. The watercraft as set forth in Claim 9, wherein the control device decreases the magnitude of engine power until a preset period of time elapses or until the throttle valve operating device position sensor senses that the throttle valve operating device is placed at a position lower than a second preset position.

11. The watercraft as set forth in Claim 10, wherein the second preset position is set at a position lower than the first preset position.

12. The watercraft as set forth in Claim 8, wherein the control device decreases the magnitude of engine power until a preset period of time elapses or until the throttle valve operating device position sensor senses that the throttle valve operating device is placed at a position lower than a preset position.

13. The watercraft as set forth in Claim 1, wherein the first sensing means is an engine speed sensing device.

14. The watercraft as set forth in Claim 13, wherein the control device determines that the magnitude of engine power is greater than the preset magnitude of engine power when the engine speed sensor senses that the engine speed is greater than a preset engine speed.

15. The watercraft as set forth in Claim 1 additionally comprising a fuel supply system arranged to supply fuel to a combustion chamber of the engine, the control device increasing an amount of the fuel to decrease the magnitude of engine power.

16. The watercraft as set forth in Claim 1 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, and a fuel supply system arranged to supply fuel to the combustion chamber, the control device controlling an amount of the fuel in accordance with an amount of the air, the control

device changing the amount of the fuel not to accord with the amount of the air to decrease the magnitude of engine power.

17. The watercraft as set forth in Claim 1 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, a fuel supply system arranged to supply fuel to the combustion chamber, and an ignition system that ignite an air/fuel charge in the combustion chamber, the control device delaying a timing of the ignition to decrease the magnitude of engine power.

18. The watercraft as set forth in Claim 1 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, the air intake system including a throttle valve that regulate an amount of the air, the control device adjusting an opening degree of the throttle valve to decrease the magnitude of engine power.

19. The watercraft as set forth in Claim 18, wherein the control device inhibits the throttle valve from opening to adjust the opening degree.

20. The watercraft as set forth in Claim 1, wherein the watercraft has a water tunnel, the propulsion device comprises a jet pump unit incorporating an impeller and communicating with the water tunnel.

21. A watercraft comprising a propulsion device, an internal combustion engine powering the propulsion device, a control device configured to control an engine speed of the engine, a steering mechanism arranged to steer a thrust direction of the propulsion device, an engine load sensing device configured to sense an engine load of the engine, and a steering position sensing device configured to sense an angular position of the steering mechanism, the control device decreasing the engine speed when the control device determines that the engine load is greater than a preset engine load based upon an output from the engine load sensing device and that the angular position of the steering mechanism is greater than a preset angular position based upon an output from the steering position sensing device.

22. The watercraft as set forth in Claim 21, wherein the control device decreases the engine speed for a preset period of time.

23. The watercraft as set forth in Claim 21 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, the air intake system including a throttle valve that regulates an amount of the air, the engine load sensing device being a throttle valve opening degree sensor that senses an opening degree of the throttle valve.

24. The watercraft as set forth in Claim 23, wherein the control device determines that the engine load is greater than the preset engine load when the throttle valve opening degree sensor senses that the throttle valve opens more than a preset opening degree.

25. The watercraft as set forth in Claim 23, wherein the control device determines that the engine load is greater than the preset engine load when the throttle valve position sensor senses that the throttle valve is at least about fully opened.

26. The watercraft as set forth in Claim 21 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, the air intake system including a throttle valve that regulate an amount of the air, a throttle valve operating device remotely disposed relative to the throttle valve, and a position of the throttle valve operating device varying between a lower position and a higher position, an opening degree of the throttle valve varying in accordance with the position of the throttle valve operating device, and the engine load sensing device being a throttle valve operating device position sensor that senses the position of the throttle valve operating device.

27. The watercraft as set forth in Claim 26, wherein the control device determines that the engine load is greater than the preset engine load when the throttle valve operating device position sensor senses that the throttle valve operating device is placed at a position higher than a preset position.

28. The watercraft as set forth in Claim 27, wherein the control device decreases the engine speed until a preset period of time elapses, until the engine speed decreases lower than a preset engine speed, or until the throttle valve operating device position sensor senses that the throttle valve operating device is placed at a position lower than a second preset position.

29. The watercraft as set forth in Claim 28, wherein the second preset position is set at a position lower than the first preset position.

30. The watercraft as set forth in Claim 26, wherein the control device decreases the engine speed until a preset period of time elapses, until the engine speed decreases lower than a preset engine speed, or until the throttle valve operating device position sensor senses that the throttle valve operating device is placed at a position lower than a preset position.

31. The watercraft as set forth in Claim 21 additionally comprising a fuel supply system arranged to supply fuel to a combustion chamber of the engine, the control device increasing an amount of the fuel to decrease the engine speed.

32. The watercraft as set forth in Claim 21 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, the air intake system including a throttle valve that regulate an amount of the air, the control device adjusting an opening degree to decrease the engine load.

33. A watercraft comprising a propulsion device, an internal combustion engine powering the propulsion device, a control device configured to control an engine speed of the engine, a steering mechanism arranged to steer a thrust direction of the propulsion device, an engine speed sensing device configured to sense an engine speed of the engine, and a steering position sensing device configured to sense an angular position of the steering mechanism, the control device decreasing the engine speed when the control device determines that the engine speed is greater than a preset engine speed based upon an output from the engine speed sensing device and that the angular position of the steering mechanism is greater than a preset angular position based upon an output from the steering position sensing device.

34. The watercraft as set forth in Claim 33, wherein the control device decreases the engine speed for a preset period of time.

35. The watercraft as set forth in Claim 33 additionally comprising a fuel supply system arranged to supply fuel to a combustion chamber of the engine, the control device increasing an amount of the fuel to decrease the engine speed.

36. The watercraft as set forth in Claim 33 additionally comprising an air intake system arranged to introduce air into a combustion chamber of the engine, a fuel supply system arranged to supply fuel to the combustion chamber, and an ignition system that ignite an air/fuel charge in the combustion chamber, the control device delaying a timing of the ignition to decrease the engine speed.

37. A control method of an engine for a watercraft having a steering mechanism arranged to steer a direction of the watercraft, the control method comprising sensing a magnitude of engine power of the engine or a magnitude of engine load, sensing an angular position of the steering mechanism, determining whether the magnitude of engine power is greater than a preset magnitude of engine power or the magnitude of engine load is greater than a preset magnitude of engine load, determining whether the angular position of the steering mechanism is greater than a preset angular

position, and decreasing the magnitude of engine power when the magnitude of engine power is greater than the preset magnitude of engine power or the magnitude of engine load is greater than the preset magnitude of engine load and the angular position of the steering mechanism is greater than the preset angular position.

38. The control method as set forth in Claim 37 additionally comprising determining whether a preset time elapses after determining that the angular position of the steering mechanism is greater than the preset angular position, and discontinuing the decrease of the magnitude of engine power when the preset time elapses.

39. The control method as set forth in Claim 37 additionally comprising sensing an engine load to determine whether the magnitude of engine load is greater than the preset magnitude of engine load.

40. The control method as set forth in Claim 37 additionally comprising sensing an engine speed to determine whether the magnitude of engine power is greater than the preset magnitude of engine power.

41. The control method as set forth in Claim 37 additionally comprising supplying fuel to the engine and increasing an amount of the fuel to decrease the magnitude of engine power.

42. The control method as set forth in Claim 37 additionally comprising igniting an air/fuel charge in the engine and delaying a timing of the ignition to decrease the magnitude of engine power.

43. The control method as set forth in Claim 37 additionally comprising regulating an amount of air to the engine and adjusting a change rate of the regulation to decrease the magnitude of engine power.

44. A control method of an engine for a watercraft having a steering mechanism arranged to steer a direction of the watercraft, the control method comprising sensing an engine load of the engine, sensing an angular position of the steering mechanism, determining whether the engine load is greater than a preset engine load, determining whether the angular position of the steering mechanism is greater than a preset angular position, and decreasing an engine speed of the engine when the engine load is greater than the preset engine load and the angular position of the steering mechanism is greater than the preset angular position.

45. The control method as set forth in Claim 44 additionally comprising determining whether a preset time elapses after determining that the angular position of

the steering mechanism is greater than the preset angular position and discontinuing the decrease of the engine speed when the preset time elapses.

46. A control method of an engine for a watercraft having a steering mechanism arranged to steer a direction of the watercraft, the control method comprising sensing an engine speed of the engine, sensing an angular position of the steering mechanism, determining whether the engine speed is greater than a preset engine speed, determining whether the angular position of the steering mechanism is greater than a preset angular position, and decreasing an engine speed when the engine speed is greater than the preset engine speed and the angular position of the steering mechanism is greater than the preset angular position.

47. The control method as set forth in Claim 46 additionally comprising determining whether a preset time elapses after determining that the angular position of the steering mechanism is greater than the preset angular position and discontinuing the decrease of the engine speed when the preset time elapses.